TRANSPORTATION AND CIRCULATION

GOAL

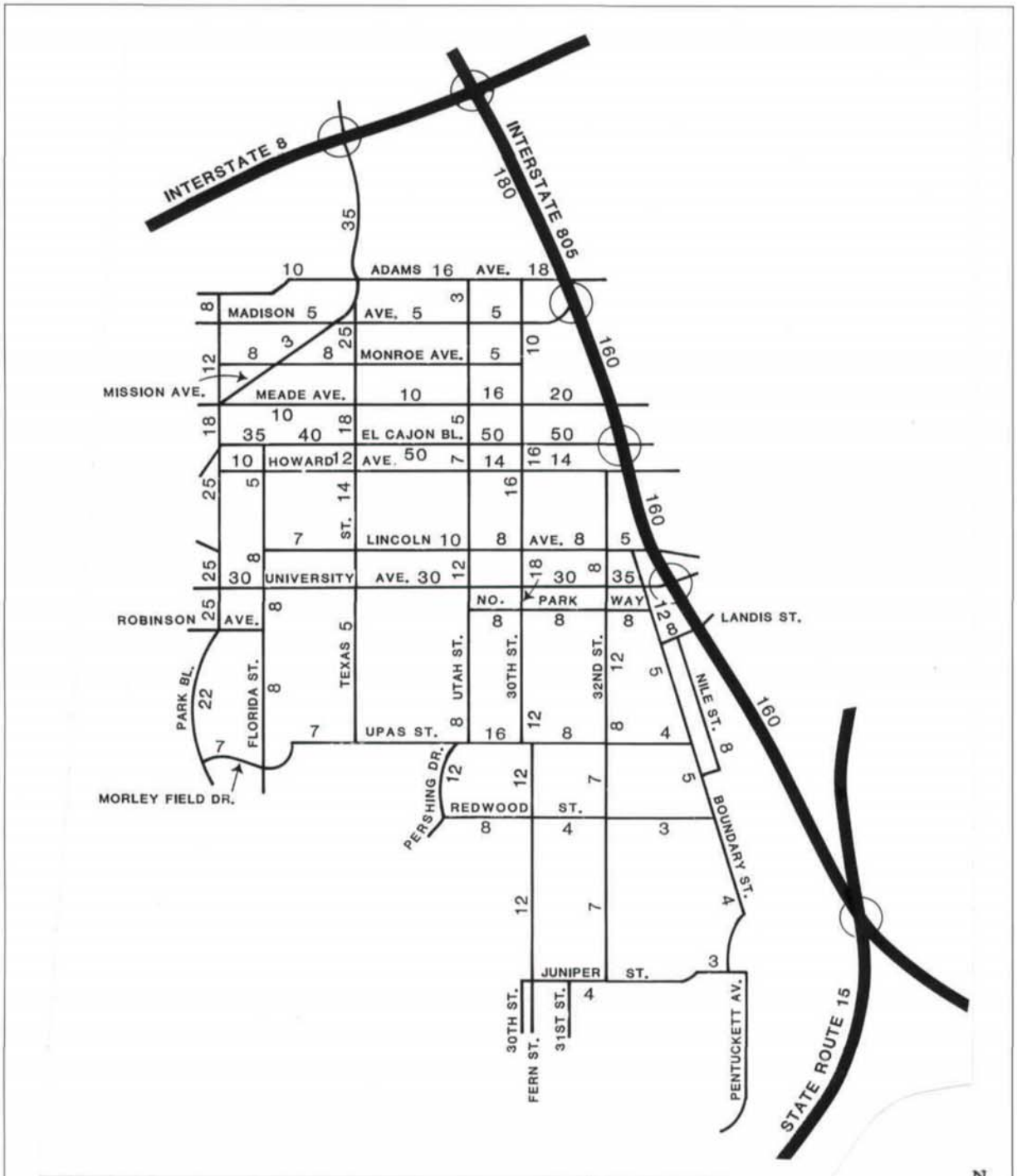
- Provide a safe and efficient transportation system that maximizes access for residents and visitors to the community, links the community to major activity centers, and minimizes 0adverse environmental effects.

EXISTING CONDITIONS

The existing street system serving Greater North Park is basically a gridiron pattern which was originally laid out after the turn of the century. Greater North Park is served by two major streets, El Cajon Boulevard and University Avenue, which provide east-west access to the Uptown community on the west and to the Mid-City and State College communities on the east. Adams Avenue also provides a connection to the east, linking the Greater North Park neighborhoods of Normal Heights and University Heights with the Mid-City neighborhoods of Normal Heights (which was split by Interstate 805), Kensington and Talmadge. The major north-south streets in the community are 30th Street, which provides a link with the Greater Golden Hill community and Centre City; Texas Street, which provides access to Mission Valley and into Balboa Park; and Park Boulevard, which is adjacent to Uptown and provides access to Balboa Park and to Centre City. Other surface streets of importance are two east-west streets, Meade Avenue and Lincoln Avenue and two north-south streets, Utah Street and 32nd Street.

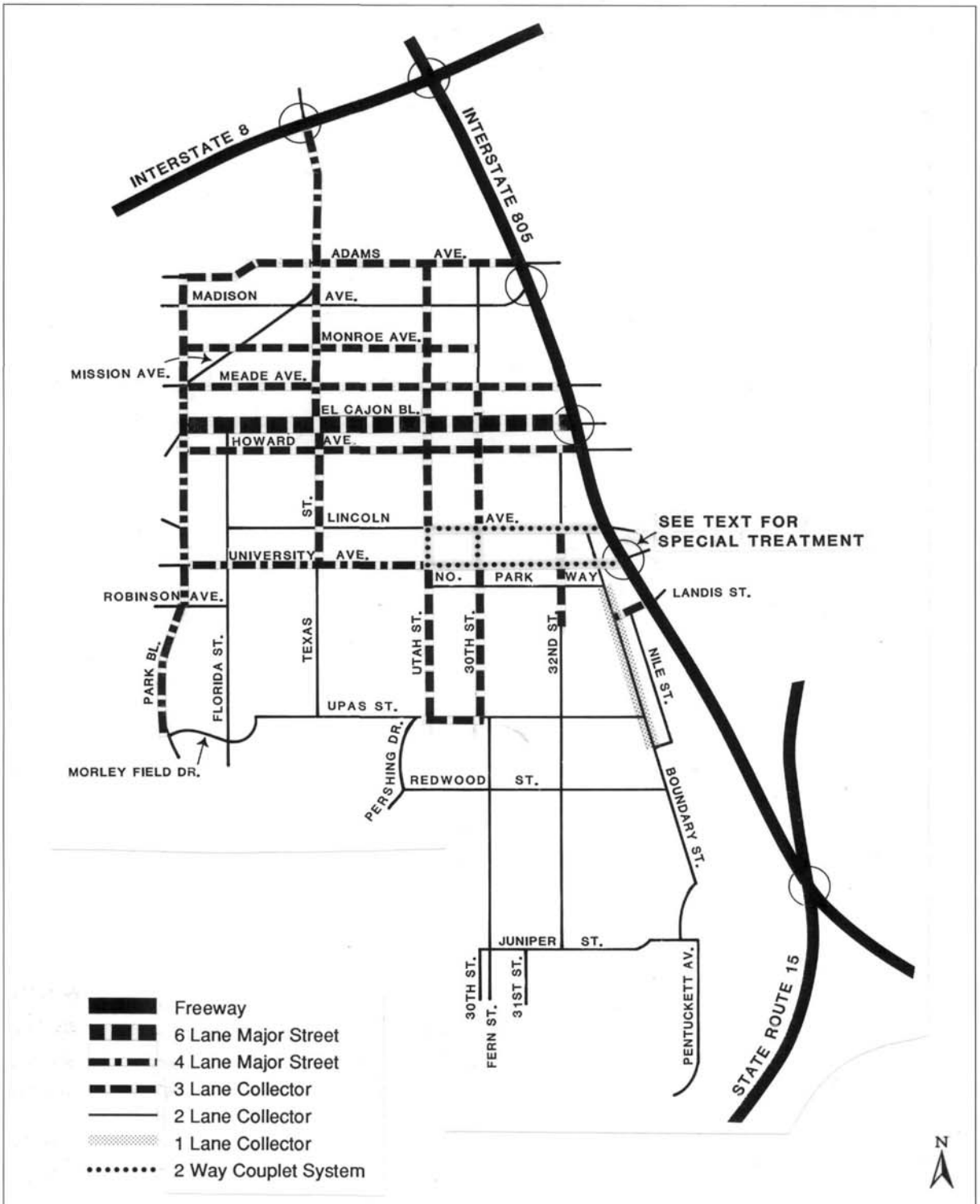
In addition to the surface street system, Greater North Park has access to the regional freeway system. There is direct access to Interstate 805 via El Cajon Boulevard and University Avenue. Interstate 805 provides access to southbound State Route 15 and to State Route 94. State Route 94 can also be accessed through Greater Golden Hill. Interstate 8 in Mission Valley is accessible by way of Texas Street while State Route 163 to the west is accessed through the Uptown community via El Cajon Boulevard and Washington Street and also by Interstate 805 by way of the northbound on-ramp from Madison Avenue in the Mid-City community.

Greater North Park is presently served by public transit in the form of bus service on a number of routes, both local and express. The service, while adequate, needs to be upgraded in frequency of service and, possibly, by the addition of new routes. Greater North Park, at one time, was the beneficiary of an electric street rail system that linked the community with Hillcrest, Mission Hills, downtown San Diego, Golden Hill, Normal Heights, Kensington and East San Diego. Adams Avenue and University Avenue accommodated the east-west trolley tracks while Park Boulevard and 30th Street accommodated the north-south trolley tracks.



FUTURE TRAFFIC VOLUMES
Greater North Park
City of San Diego • Planning Department

Figure 11



FUTURE STREET CLASSIFICATIONS

Greater North Park

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Figure 12

OBJECTIVES

- Protect residential areas from through traffic by encouraging through traffic to use freeways and major streets, while discouraging through traffic on local streets in the community.

- Improve the street system as necessary to accommodate growth in locally-generated traffic while minimizing adverse effects on existing residential, business or open space uses.

- Reduce vehicular traffic in Greater North Park by encouraging the use of alternative modes of transportation, including public transit, bicycles, and pedestrian travel.

- Provide a high level of public transportation service linking Greater North Park with Mission Valley and Downtown.

- Provide adequate off-street parking in residential and commercial areas.

- Maintain the pedestrian interface between Balboa Park and the community, insuring that vehicular access to Balboa Park does not use local streets in Greater North Park as through travel routes.

- Visually enhance transportation corridors to improve community image and identification.

- Evaluate the feasibility of providing fixed rail transit service to the community.

- Establish a transit point at University Avenue and 30th Street in order to provide support to the central business district.

- Enhance existing urban level bus service by increasing the frequency of service, adding express service, and improving transit stops, thereby establishing a higher level of service within the community and providing strong public transit links with adjacent communities.

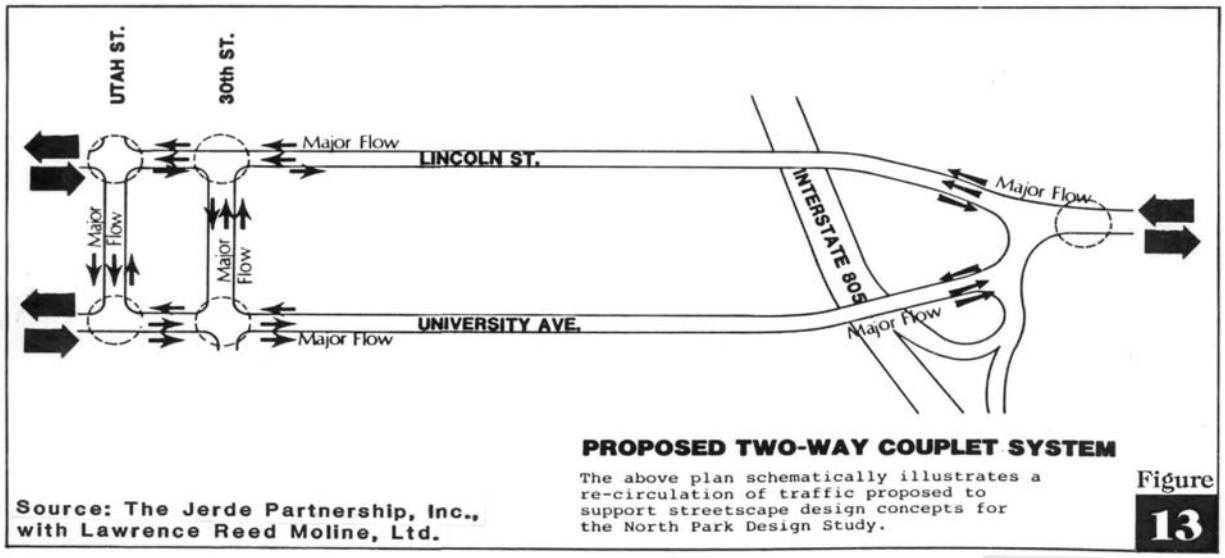
- Utilize DART (Direct Access to Regional Transit) within various areas of the community where fixed route transit services are not readily available in order to bring service closer to the door of the aged, the infirm and other transit-dependent groups.

- Develop a system of bikeways to connect the various neighborhoods within the community and to connect with major activity centers in San Diego.

- Install secure bicycle parking facilities at major activity centers, including shopping centers, employment centers, parks and schools.

STREET SYSTEM

The Traffic Forecast Study for Greater North Park has given the 20-year projections for surface street volumes in the community (see Figure 11). In order to accommodate the increased volumes, a series of recommended improvements to the street system have been formulated. These improvements will provide an upgraded street system as illustrated in Figure 12. The recommended improvements are as follows:



PROPOSED TWO-WAY COUPLET SYSTEM

The above plan schematically illustrates a re-circulation of traffic proposed to support streetscape design concepts for the North Park Design Study.

Source: The Jerde Partnership, Inc., with Lawrence Reed Moline, Ltd.

Figure 13

PHYSICAL IMPROVEMENTS

1. <u>El Cajon Boulevard</u>

   El Cajon Boulevard, between Park Boulevard and Interstate 805, should have left-turn pockets retained at appropriate intersections. However, any new construction of left-turn pockets should be considered in conjunction with improved landscaping in the median strips and a need for safe and convenient pedestrian crossings. If there are conflicts with median landscaping and pedestrian crossings, then a reduction in the number of existing left-turn pockets should be considered.

2. <u>University Avenue</u>

   University Avenue, between Utah Street and Boundary Street, should be improved as part of a two-way couplet system with Lincoln Avenue. The two-way couplet circulation system is recommended for the central business district by the North Park Design Study. This system would pair University Avenue and Lincoln Avenue into a two-way couplet system with University Avenue carrying two lanes eastbound and one lane westbound, and Lincoln Avenue carrying two lanes westbound and one lane eastbound between Utah

Street and Boundary Street. This system would also include the two-way couplet pair of 30th Street carrying two lanes northbound and one lane southbound, and Utah Street carrying two lanes southbound and one lane northbound.

This system may require operational improvements in order to be functionally incorporated into the overall Greater North Park circulation system (see Figure 13). Physical improvements for vehicular circulation should not include increasing the existing curb-to-curb width or reducing existing sidewalk widths. However, a minimum of 52 feet curb-to-curb is required on University Avenue to accommodate the two-way couplet system, except between Ray and 28th Street, where a minimum of 72 feet curb-to-curb is needed. Minor sidewalk widening and other public improvements, such as landscaping, could be considered in the section between Ray and 28th Street as long as the 72-foot curb-to-curb width is maintained to allow left turn lanes, four travel lanes and on-street (parallel) parking.

Should the two-way couplet system described above fail to function at some future time due to unanticipated growth or other changes in the region, then the option of going to four lanes on University Avenue should be considered. The four-lane system should only be implemented if the two-way couplet has clearly been shown to be inadequate. The provision of four travel lanes on University Avenue would require the removal of most of the existing on-street parking, which could hinder the revitalization efforts for the corridor.

Between Utah and Florida Streets, University Avenue should have a 60 foot curb-to-curb width in order to accommodate four traffic lanes. The existing width of the street between Florida Street and Park Boulevard is adequate to meet future needs. Finally, between Bancroft and Boundary Streets, it will be necessary to widen University Avenue an additional ten feet for right-turn monuments from eastbound University Avenue to southbound Boundary Street.

In addition, the University Avenue bridge over Interstate 805 should be widened by twelve feet.

3. Texas Street

Texas Street, between Madison Avenue and Camino del Rio South, should be widened from three lanes to four lanes to provide an additional northbound traffic lane within the existing right-of-way.

In addition, Texas Street between El Cajon Boulevard and Madison should be widened to four lanes with a 60 foot curb-to-curb width within the existing 80 foot right-of-way. Left-turn movements would be controlled through operational improvements which would be determined during the street-widening program. This improvement would still permit on-street parking on Texas Street, except where left-turn lanes are needed.

4. 32nd Street

Thirty Second Street, from Landis Street to University Avenue, should be widened from 45 feet to 52 feet to provide three lanes of traffic with parking allowed on both sides of the street. Additional right-of-way will be needed for this widening.

5. Boundary Street

Boundary, between University Avenue and North Park Way should be widened by 12 feet on the west side to a four lane collector street, if CALTRANS widens the southbound Interstate 805 on-ramp at North Park Way to two lanes. A traffic signal should be installed at Boundary Street and North Park Way in conjunction with this work.

OPERATIONAL IMPROVEMENTS

1. The following streets should be restriped as three-lane collector streets when individually warranted by future traffic volumes:

   a. Adams Avenue, from Park Boulevard to Texas Street.

   b. Upas Street, from Pershing Drive to 30th Street (west intersection).

   c. Landis Street, from Boundary Street to Swift Avenue.

   d. Park Boulevard, from Meade Avenue to Adams Avenue.

   e. Utah Street, from Upas Street and Adams Avenue.

   f. 32nd Street, from Lincoln Avenue to University Avenue.

2. University Avenue

   Future traffic volumes on University Avenue across Interstate 805 may necessitate some operational measures to provide indirect vehicular access to northbound and southbound traffic on Interstate 805. These measures could involve prohibiting left turns on University Avenue, rerouting traffic, and designating some streets one-way to provide access to Interstate 805.

PUBLIC TRANSIT

Greater North Park, in its relationship with surrounding communities, can be the beneficiary of a comprehensive public transit system. Being essentially a residential community, Greater North Park can provide the opportunity to live within commuting distance of the employment centers of Centre City and Mission Valley. In addition, the public transit system can support the community's commercial establishment by providing a primary means of access to those residents of the community who do not have personal transportation but still need to have access to goods and services.

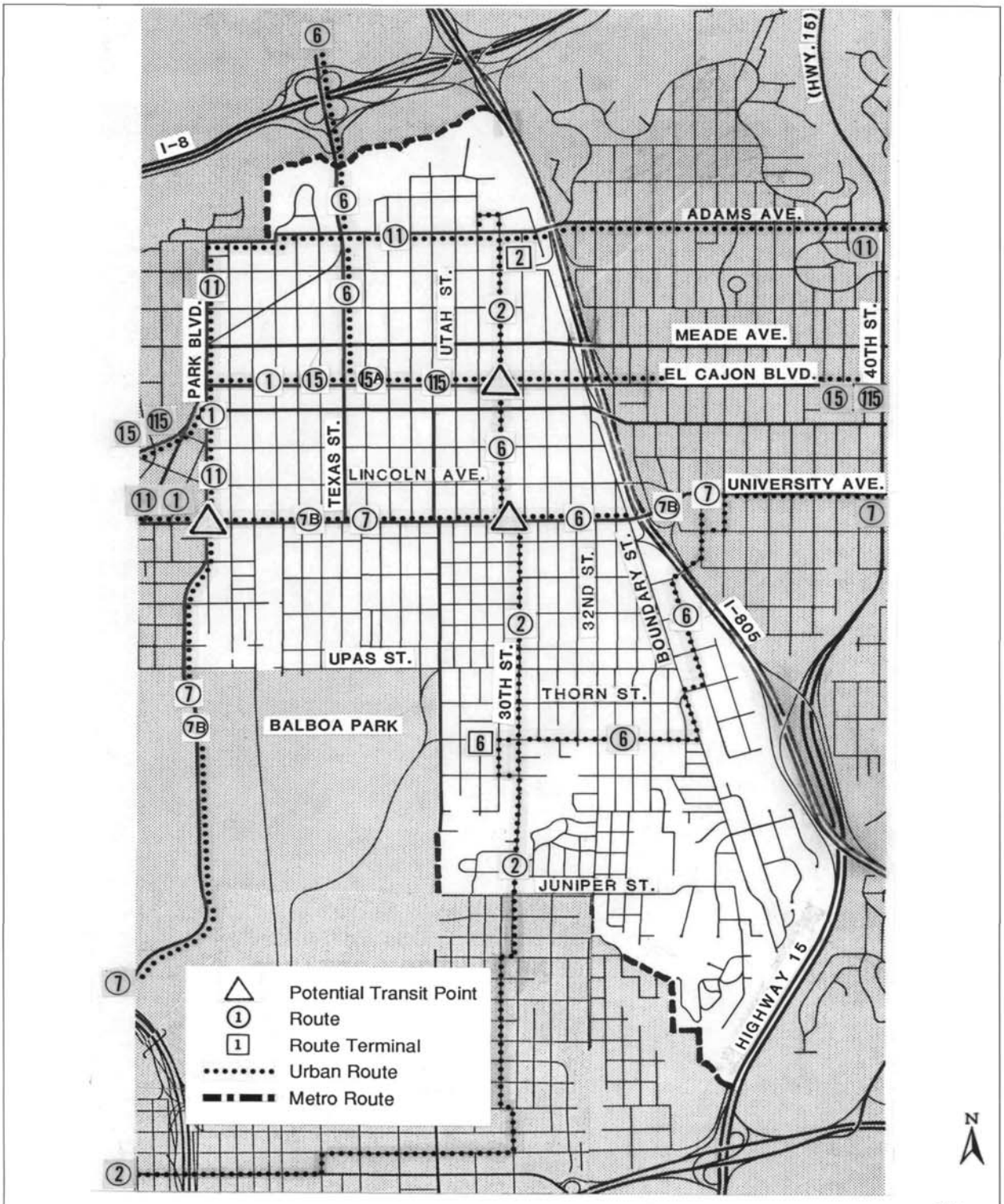
The present public transit system should be upgraded to provide greater frequency of service, additional routes, more direct access to employment centers and to adjacent communities, and include, if feasible, a fixed rail transit system.

The major bus routes serving Greater North Park are all operated by the San Diego Transit Corporation and are illustrated in Figure 14.

- The Metropolitan Transit Development Board has developed the Metropolitan San Diego Short Range Transit Plan which is the basis for transit services in the San Diego Region. This plan is updated on an annual basis in order to meet changing needs within the region. Therefore, the public transit needs of Greater North Park can be evaluated on any annual basis. The key aspects of the plan are:

    - Transit centers and transit points at strategic points throughout the area to provide connections between transit services; and

    - Three levels of transit service (METRO, URBAN and LOCAL/FEEDER), to provide the most efficient, cost-effective service.



BUS ROUTES
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Figure **14**

METRO routes are for regional or long distance travel utilizing freeways or light rail wherever possible, with stops only at transit centers and major residential and activity centers. URBAN routes are moderate or long distance, connecting communities via transit centers and transfer points. LOCAL/FEEDER routes are short distance intracommunity bus and van services serving neighborhood destinations and transit centers in the immediate area.

The Short Range Regional Transit Plan is the five-year plan for transit service for the metropolitan area. A high priority is placed on the implementation of regionally-significant transit routes, two of which currently traverse the Greater North Park area (Routes 7 and 15).

El Cajon Boulevard should be developed as a public transit spine, featuring upgraded bus service connecting Greater North Park to Mid-City, Uptown and Centre City.

While a fixed rail transit system is considered infeasible for North Park, physical and operation improvements to the bus system can provide the same benefits at a lower cost. If future evaluation of a fixed rail transit system in undertaken, it should only be upon determination that all feasible improvements to the bus system have been accomplished and that an additional level of public service is needed in the community.

Within Greater North Park the intersection of 30th Street and University Avenue should become the focal point of the public transit system. A transit point should be established either at or in the vicinity of this intersection. This transit point will provide access to Centre City, Mission Valley, to the East Line of the San Diego Trolley at 32nd Street and Commercial Street and to adjacent communities and other important activity centers via existing bus routes. This transit point could also become the focal point of a possible future feeder bus system or intracommunity shuttle bus system which would provide access to the community's retail and social center for those who lack personal transportation.

A transit point is a transit stop with either a high number of boardings and transfers or is a transit stop which serves two or more bus routes at an intersection crossed by one or more other routes. A transit point is typically equipped with a shelter, adequate seating, posted timetables and route maps and trash receptacles. Optional facilities include a posted system map and a telephone.

In addition to the recommended transit point at 30th Street and University Avenue, the intersections of El Cajon Boulevard and 30th Street and Park Boulevard and University Avenue meet the minimum standards for transit point status and should receive the same transit point improvements as 30th Street and University Avenue.

An existing DART (Direct Access to Regional Transit) system is presently functioning in the southeastern portion of the community and interfaces with Route 6. The DART system is designed to provide access to public transit lines for areas with low population densities or topographic problems. Service is provided on a demand basis through contractual agreements between the transit company and taxi companies. For instance, pick-up service is provided between transit stops and private homes by the taxi companies.

BIKEWAYS

There are no bike lanes in the Greater North Park community. The only designated bike route runs the length of Howard Avenue from Park Boulevard to Interstate 805, where it crosses into Mid-City and links up with that community's only bike route extending along Orange Avenue to 54th Street.

Bikeways are classified into three general categories based on the degree or extent of their improvements (see Figure 15).

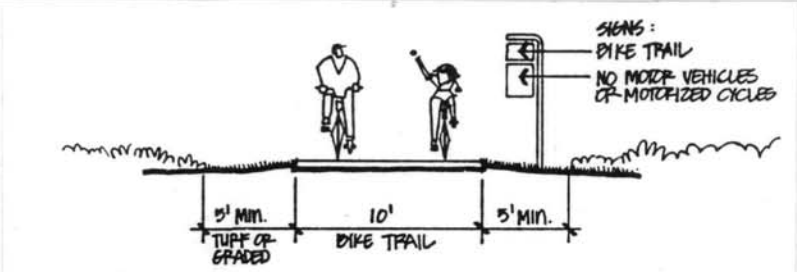
Ideally, Greater North Park should have an extensive bikeway system since the relatively level topography of the community lends itself to the use of the bicycle as an alternative mode of transportation. A bikeway system should not only provide access throughout the community, but should provide access to and from Balboa Park and adjacent communities. Given Greater North Park's urban environment and proximity to employment centers and other activity centers, it is logical that the bicycle will ultimately become an important alternative means of personal transportation.

Whenever possible, bicycle lockers or areas of restricted access should be provided for employees who commute to work by bicycle. In addition, bicycle racks should be provided for customers who travel by bicycle. These bicycle racks should be placed in visible locations near store entrances, but should not impede pedestrian circulation and should be of a secure and stable design. Bicycle parking signs might be used to identify bicycle parking areas.

Streets that should be included in a bikeway system include all or portions of Howard Avenue (existing route), Adams Avenue, Landis Street, Morley Field Drive, Upas Street, Thorn Street, Juniper Street, Park Boulevard, Louisiana Street, Texas Street, 28th Street, Utah Street, Boundary Street and Nile Street. In addition, the two-way couplet of University Avenue and Lincoln Avenue serving the Central Business District should include bike lanes in order to provide alternative means of access to the business area. The proposed bikeway system is shown on Figure 16. In developing the bikeway system, consideration should be given to the safety of bicyclists and any negative impacts on vehicular travel lanes and on-street parking as well as to any safety problems which may exist for bicyclists.

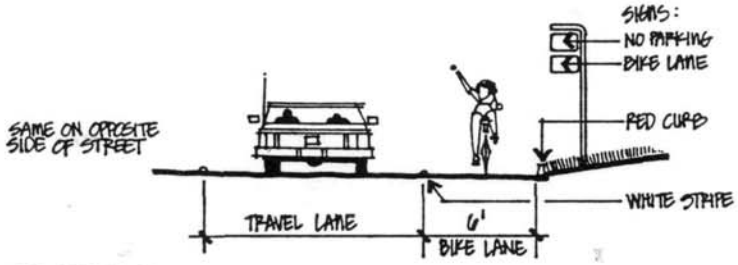
Bicycle routes should be adequately identified by proper signage. Destination plates should be added to selected bicycle route signs for the purpose of identifying the routes to major activity centers and to secure parking facilities in these activity centers.

Bicycle Path - A completely separate right-of-way for the exclusive use of bicycles. (Class I)



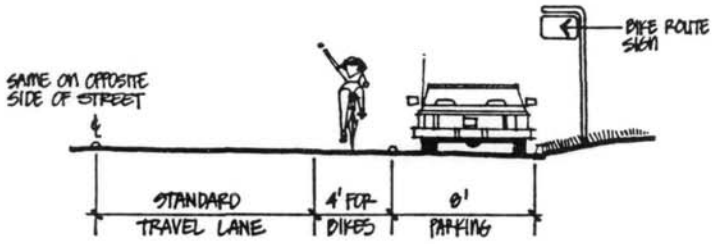
CLASS I **openspace**

Bicycle Lane - A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings. (Class II)



CLASS II **major street**

Bicycle Route - A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles. (Class III)



CLASS III **neighborhood street**

* The dimensions illustrated on this page are subject to change.

BIKEWAY CLASSIFICATIONS
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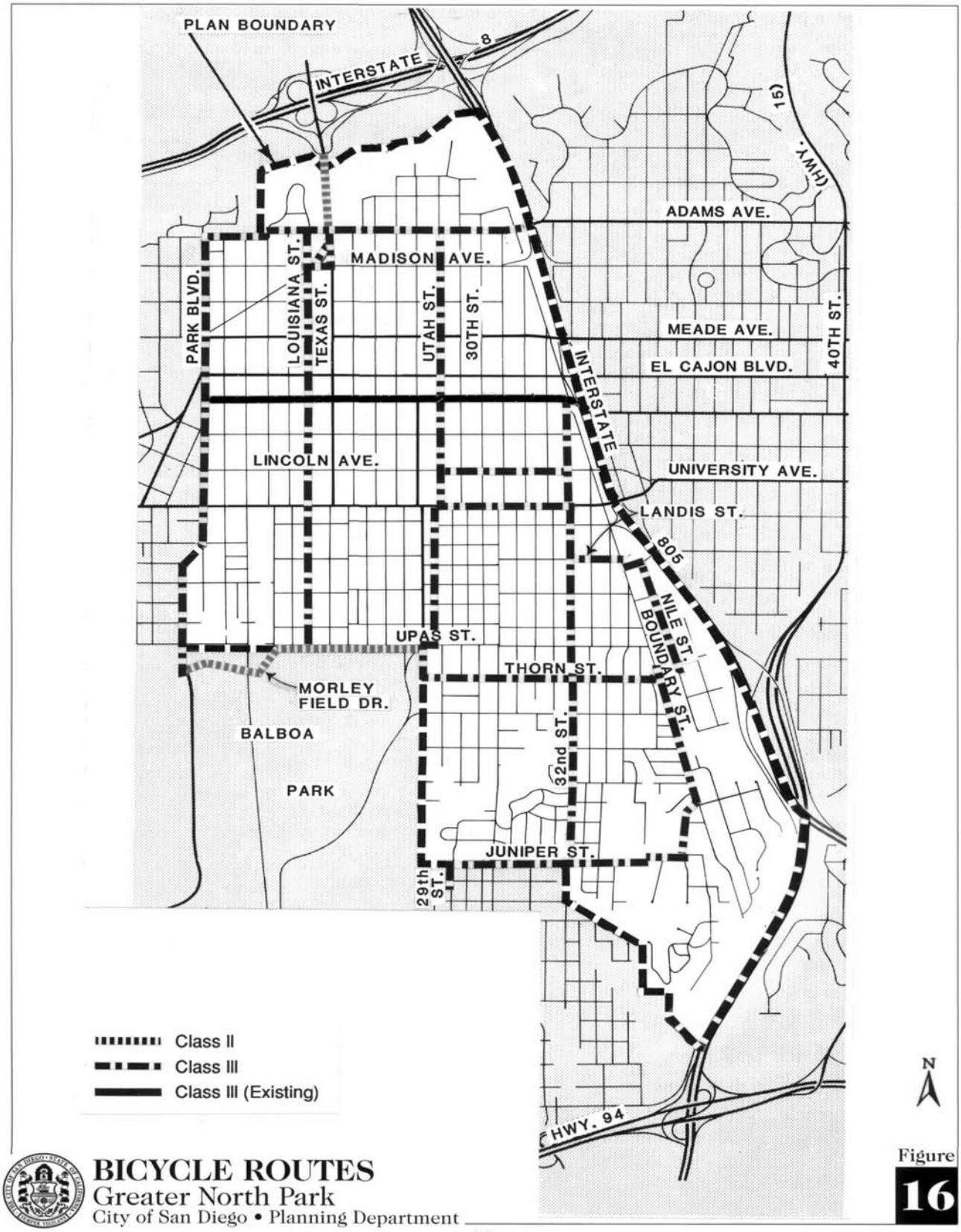
Figure **15**



BICYCLE ROUTES
Greater North Park
City of San Diego • Planning Department

Figure **16**

PEDESTRIAN CIRCULATION

Greater North Park, because of its generally level topography, is a community in which walking should be encouraged. Given its public transit system, its readily accessible commercial areas, Balboa Park, and other community activity centers, pedestrian access becomes an important alternative form of transportation.

Walking is a form of transportation which must be provided for, especially in neighborhoods for short trips to local commercial and public facilities and in business areas where many shoppers congregate. Sidewalks, malls and similar spaces provide not only for pedestrian movement but also for children's play, socializing among residents, window shopping, and sitting and watching. Congestion occurs on sidewalks in high activity areas, just as it does on streets. The inadequacy of pedestrian space creates inconveniences for those trying to pass through and those shopping or stopping to talk or look or rest.

In many high-activity areas the sidewalks are narrower than required for pedestrians. Where pedestrian traffic is high and through vehicular traffic is light or can be moved to alternate routes or reduced by transit improvements, some street space should be converted into wider sidewalks, landscaped strips, and sitting areas. In high density residential areas with little open space, wider sidewalks and small plazas should be created to provide more usable space as well as to discourage through traffic.

Pedestrian walkways should be sharply delineated from traffic areas, and set apart where possible to provide a separate circulation system. Separation should include landscaping and other barriers, and walkways should pass through the interiors of blocks wherever practical in commercial areas. Walkways in commercial areas that cross streets should also have pavement markings and good sight distances for motorists and pedestrians.

Driveways across sidewalks should be kept to a practical minimum, with control maintained over the number and width of curb cuts. Barriers should be installed along parking lots to avoid encroachments on sidewalks, with adequate sight distances maintained at driveways. Truck loading should occur on private property rather than in roadways or on sidewalks.

Where streets are designed for high volumes or relatively fast movements of vehicles, adequate provision must be made for safe and convenient pedestrian crossings.

In a community like Greater North Park, with its gridiron street system and generally level topography, local residents will typically discover their own favorite routes, varying them as destinations, purpose of trip, desire for variety, availability of traffic signals become personal factors. Therefore, the sidewalks of the entire street system lend themselves to providing pedestrian access to Balboa Park, commercial and other public activity areas and to public transit corridors. In effect, the street system becomes a community-wide pedestrian circulation system.

PARKING

Greater North Park, being an older community, experienced the bulk of its development during the first half of this century. Most of that development provided little or no off-street parking. This is seen today in the commercial areas where redevelopment has not occurred or where, because of zoning requirements in force at the time, sufficient off-street parking was not provided as part of redevelopment. As people have become more reliant upon the automobile, this lack of adequate parking in commercial areas has tended to hurt the individual businesses, especially in light of competition from shopping centers with more than adequate parking.

In order to rectify the existing parking problem, new increased parking requirements will be necessary. As described in the Commercial Element, Business Improvement Districts (BIDs) have been approved for El Cajon Boulevard, a portion of Adams Avenue and the 30th and University commercial center. These BIDs provide for the acquisition, construction or maintenance of parking facilities. If necessary, new parking requirements for new development or redevelopment will be formulated and applied to the commercial areas in Greater North Park.

In those residential areas where higher-density residential redevelopment has occurred, a combination of excessive curb cuts and inadequate parking requirements for new development has resulted in the reduced availability of on-street curb side parking, upon which early development is dependent, thereby creating an overall parking shortage.

In order not to further compound the parking problem in the multiple-family residential areas, new curb cuts should be restricted or prohibited in order to preserve existing on-street parking for that older development which is dependent upon it.

IMPLEMENTATION PROGRAM

1. Establish, within the Capital Improvements Program and a range financing plan, a long range financing plan, a program for prioritizing and financing the circulation system and bikeways system.

2. Provide input to the annual update of the Metropolitan San Diego Short Range Transit Plan in order to ensure that the public transit needs of the community are met.

3. Implement the two-way couplet system for the central business district as recommended by the North Park Design Study.

Refinements and modifications to the recommended circulation system, the bikeway system and other aspects of this element, may result from the formulation of implementing legislation. In addition, the achievement of recommended development intensities may be predicated upon the ability to adequately finance the public improvements called for in this element.

COMMUNITY FACILITIES

GOAL

- Establish and maintain a high level of public facilities and services to meet the needs of the community.

OBJECTIVES

- Provide educational facilities, law enforcement, fire protection, libraries and public utilities in accordance with City standards.
- Provide child care services to serve families in North Park.
- Program the systematic improvement and gradual replacement of water and sewer facilities.
- Program the undergrounding of telephone and electric power lines.
- Maximize the use of existing facilities for community activities.
- Provide improved street lighting at appropriate locations.
- Encourage a full range of health care facilities within the community.

EXISTING CONDITIONS AND RECOMMENDATIONS

Schools

Public education is provided by the San Diego Unified School District. Elementary schools serving the area include Jefferson and McKinley, both located within the community, and Birney, located to the west of the community (see Figure 17). Junior high school students attend Roosevelt and Wilson, both located outside the community. High school students attend San Diego and Hoover, also located outside the community (see Figure 17). Garfield Independent Learning Center, located within the community, is a continuation school for secondary students from throughout the school district.

Of the elementary schools serving the community, only McKinley's enrollment is currently exceeding its operating capacity. This situation will be corrected by the addition of portable classrooms. However, enrollments have increased recently and are projected to continue to increase in the next five years as a result of several factors, including the recent influx of young families with children moving into the area and expected housing growth. This means that Birney and Jefferson may also eventually exceed their operating capacities (see Table 4). All public elementary schools serving the area have insufficient usable land area, according to current Progress Guide and General Plan standards, which establish ten net usable acres as the standard for elementary schools.

All secondary schools serving the area are operating under capacity (see Table 4). Several parochial schools are also located in the area. Elementary schools include Saint Patrick's School and Lutheran Day School of Grace. Secondary schools are Saint Augustine High School, Scott Memorial and Our Lady of Peace Academy (see Figure 17).

School Recommendations:

As can be seen from the above discussion, there are a number of problems associated with existing school facilities in Greater North Park. The elementary schools are either over operating capacities or are projected to be over operating capacities in the future. Possible alternatives to accommodate expected elementary school enrollment include the relocation of special education or other uses occupying classrooms, the addition of portable classrooms, or the adjustment of school boundaries. Operating capacities can be increased through the use of portable classrooms which is the traditional method of adjusting to enrollment capacity problems. However, portable classrooms utilize, in many instances, playground space, reducing recreational acreage available both to students and to residents of the surrounding communities.

Street closings can be one method of adding needed land area, but this is a limited approach at best. One potential street closing is Gunn Street between 28th and Idaho Streets. Possible partial street closings include Oregon and Idaho Streets between Monroe and Meade Avenues (abutting the Garfield Continuation School) and between Howard and Lincoln Avenues (abutting the North Park Recreation Center). These streets (Oregon and Idaho Streets) could be narrowed and made one-way streets providing use of public right-of-way in school and recreational use. A more costly solution, which is being utilized in the Mid-City community, is the purchase of abutting properties by the City for joint school and public recreational usage. In any event, efforts should be made to provide full-time use of school facilities, including full community use during non-school hours for educations, recreational and cultural needs.

As it has done in other communities, the San Diego Unified School District could also establish a planning process involving design professionals, school district staff and community members for the purpose of identifying problems and needs and alternative solutions. These solutions could include the following:

1. Improve the aesthetic educational environment at each of the elementary schools. Improvements needed may differ from school to school and include interior and exterior painting, landscaping, and turfing.

2. Improve the existing permanent facilities at some sites. Consideration could be given to the expansion of permanent facilities at some of the elementary schools to accommodate the large and growing enrollment and reduce the high percentage of portable classrooms. New facilities could be integrated architecturally with existing buildings. Underground buildings with play areas on top could be considered for some schools. In addition, multi-story buildings could be considered for some sites in order to conserve play areas.

3. The school district could work with the City to acquire additional land to expand existing sites. In some cases the expanded sites could be used for educational facilities and in other instances joint use with City parks could be accomplished.

4. There could be explorations of the possibility of using new buildings jointly for commercial and educational use. The joint use of buildings would provide revenue to the district and give the district a means for reducing further the number of portable classrooms at each school.

5. Consideration could be given to develop ways to deal more aesthetically with portable classrooms. This could be accomplished through a combination of landscaping and arrangement of the portables.

These concepts could ultimately be developed into long-range physical master plans for the individual school sites. The development of these master plans could be accomplished as follows:

Master planning could be carried out for each school by a committee composed of school staff, School District central office staff, community representatives and consultants. These committees could define the educational and physical needs for each school. After these needs were defined an architectural firm could be obtained to prepare individual physical master plans for each school site.
Each master plan could be developed based upon necessary review and evaluation of existing conditions, buildings that could be retained and new buildings that could be constructed. In addition, playgrounds, landscaping, parking, and traffic circulation could be considered. Cost estimates for the implementation of the master plan could also be developed.

All elements of the master plan could be reviewed by the Planning Committee which could establish priorities for the implementation of the Master Plan. The master plan for each individual school site would then be presented to the Board of Education for its approval.

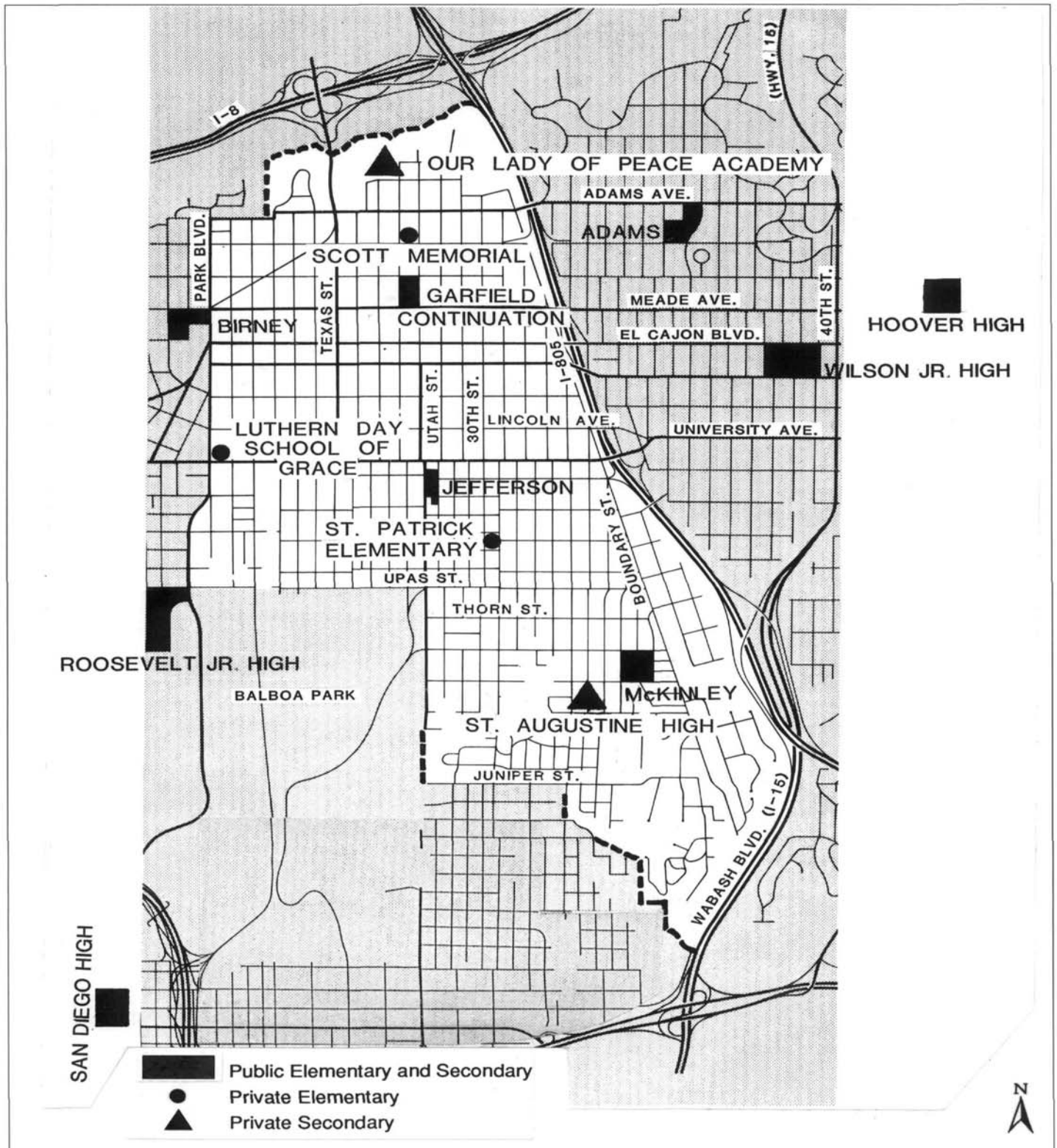
Additionally, the San Diego Unified School District should consider the following site-specific solutions:

1. The Garfield Continuation School was previously an elementary school and could, if conditions warrant, revert back to that use. However, the question of relocation of existing educational services on the site would have to be answered. An additional problem is that most of the elementary school buildings were demolished or extensively remodeled to provide for a secondary school facility.

2. In the event that the functions of the existing Educational Center on Normal Street are moved to another location, consideration will have to be given to the reuse of the site. Although the existing facility is located in the Uptown Community Plan area, reuse of the site for other than educational purposes could have impacts on Greater North Park. If the

Educational Center is relocated, consideration should be given to using the site to meet the educational needs of the surrounding communities. The main structure itself is of historical significance and consideration should be given to its preservation.

The San Diego Unified School District is presently developing a Long Range Facilities Master Plan (LRFMP) which is intended to determine future facilities needs to the year 2000, educational programs for the same period of time, facilities utilization policies, and availability of financial resources.



SCHOOLS
Greater North Park
City of San Diego • Planning Department

Figure **17**

TABLE 4 - PUBLIC SCHOOL ENROLLMENT							
Actual Enrollments			**Projected Enrollments***			**Capacities**	
October 1985			**1986**	**1989**	**1995**	**Operating Capacity 1985-1986**	**Total Capacity 1985-1986**
School							
Elementary							
Birney	617	(K - 6)	626	661	700	654	810
Jefferson	560	(K - 6)	586	658	675	570	750
McKinley	520	(K - 6)	534	535	525	570	630
Junior High							
Roosevelt	1075	(7 - 9)	1227	1350	1550	1274	1770
Wilson	1496	(6 - 8)	1528	1429	1700	1723	2052
Senior High							
Hoover	1886	(9 - 12)	1950	2006	2180	2047	2424
San Diego	1406	(10 - 12)	1383	1475	1700	1742	2262

* All projected enrollments represent preliminary data which have not been subjected to the regular formal procedures undertaken during each year's official enrollment preparation.

Police

The area north of Upas Street is served by the Western Area Substation, located in the Morena area northwest of Mission Valley. The southerly portion of the community is served by the Central area substation, located downtown. The Community Relations Office serving the community is located in Linda Vista.

Consideration should be given to establishing a Community Relations Office in Greater North Park. An excellent location would be the vicinity of 30th Street and University Avenue, which is the hub of the community. It is both the commercial core and the potential public transit center of the community.

Like most of San Diego, Greater North Park has experienced increases in both violent and nonviolent crimes. In recent years, residential burglaries in increasing frequency have stimulated the establishment of numerous Neighborhood Watch programs. The police department considers these programs to be the most effective means of reducing crime in any given area. This plan's urban design element also addresses some features of development which can improve natural surveillance of properties, including lighting, the careful use of walls and landscaping.

Fire

Fire protection for the community is provided primarily by four fire stations (see Figure 18). All of the stations have average response times of less than six minutes for their engine companies. The six minute response time is the Fire Departments' guideline for responses for residential areas. It is anticipated that the six minute response time will still be viable in the face of density increases within the community since response times are a function of station location and not development intensity.

Station 14 is located within Greater North Park at 32nd Street and Lincoln Avenue and provides fire protection for the majority of the community. This station had a 3.9 minute average response time in 1985. This station has one engine company (four firefighters). It is scheduled for reconstruction in 1988 and 1989. Upon completion it will house one division chief, one engine company (four firefighters) and one aerial ladder truck company (four firefighters).

Station 18 in Normal Heights services the northern end of the community. It had an average response time of 5.1 minutes in 1985. It is scheduled for reconstruction in Fiscal Years 1986 and 1987. Once completed, it will house an engine company (four firefighters), a paramedic unit (two paramedics) and a hazardous material response team (three personnel).

Station 11 in Golden Hill serves the southern end of the community. This station has one engine company (four firefighters) and a truck company (four firefighters). In 1985, the station had an average response time of 3.8 minutes for the engine company and 5.5 minutes for the truck company. It is scheduled for reconstruction in Fiscal Years 1990 and 1991. Upon completion it will continue to house one engine company and a truck company.

Station 5 in Hillcrest serves the western portion of the community. The station has an engine company (four firefighters) and a truck company (four firefighters). In 1985, the station had an average response time of 4.1 minutes for the engine company and 6.6 minutes for the truck company.

Paramedics

Paramedic service is provided throughout The City of San Diego through a contractual arrangement with a private ambulance provider. Greater North Park is currently serviced by paramedic units based at the company administrative offices at 47th Street and El Cajon Boulevard, at Mercy Hospital in the Hillcrest area and Physicians and Surgeons Hospital in the Southeast area.

Hospitals

Hillside Hospital, which has emergency facilities, is located within the community, on El Cajon Boulevard, just east of Park Boulevard. Mercy Hospital and University Hospital (University of California Medical Center) are located to the west in the Uptown Community (see Figure 18).

Post Office

A branch post office is located in close proximity to the 30th and University commercial center at the corner of Grim Avenue and North Park Way (see Figure 18). However, the post office is limited in size and should either be expanded or relocated to a site where a larger facility could be provided. If the post office is to be retained on the existing site, any expansion might be coordinated with the expansion of the North Park Library, with emphasis being placed on enhancing pedestrian circulation between the post office, the library and University Avenue (the Central Business District).

Libraries

Library service is provided by the North Park Library, located at 31st Street and North Park Way, and by the University Heights Library at Park Boulevard and Howard Avenue. These libraries offer 31,900 volumes and 22,000 volumes respectively. Both branches are open six days a week. The University Heights branch has 3,749 square feet in usable floor area. The North Park branch is scheduled for future expansion from 3,560 square feet to 8,000 square feet (see Figure 18).

Branch libraries are intended to serve about 30,000 residents and should have a maximum service area of a radius of two miles. The two branch libraries generally meet these criteria. In addition, they are ideally located to accommodate the areas of greatest projected growth in Greater North Park. Branch libraries should have an eventual capacity of 4.4 volumes per square foot of floor area. Both branches currently exceed this standard.

Water and Sewer Service

The capacity of water mains and sewer lines is considered generally adequate throughout the community. However, the advanced age of the systems necessitates frequent repairs and replacements. The City of San Diego has a sewer and water main replacement program. These programs are funded annually on a citywide basis with four, five and six million dollars in fiscal years 86, 87 and thereafter, respectively, for sewer main replacement; and five and six million dollars in fiscal year 86 and thereafter, respectively, for water main replacement.

Monies in these two programs are being used to replace sewer and water mains with higher than the citywide average water break/sewer stoppage frequencies and to provide adequate capacities to meet demand according to zoning and the Community Plan. In replacing and upgrading water and sewer lines, the population densities permitted by the community plan or by existing zoning, whichever is higher, is a determining factor. As a general rule, the ability of the water and sewer systems to serve the community will exceed the ability of the street system to accommodate vehicular traffic generated by the community. In addition, the primary factor in determining water system capacities is fire fighting flow demand which typically exceeds peak hour use demand.

On a citywide basis, replacement priorities are also based upon the history of sewer stoppages and spills and low water pressure, with areas having the worst problems being given top priority. Typically, this means that older communities will receive more emphasis on upgrading and

replacement because the age of their facilities causes those facilities to be more prone to breakdown. Also, in older communities, the age of the service pipes rather than the size is the problem because older pipes have a reduced capacity due to interior deterioration.

Gas, Electricity and Telephone

Gas and electricity service are provided by San Diego Gas and Electric Company. Telephone service is provided by Pacific Telephone Company. These services are considered satisfactory at this time.

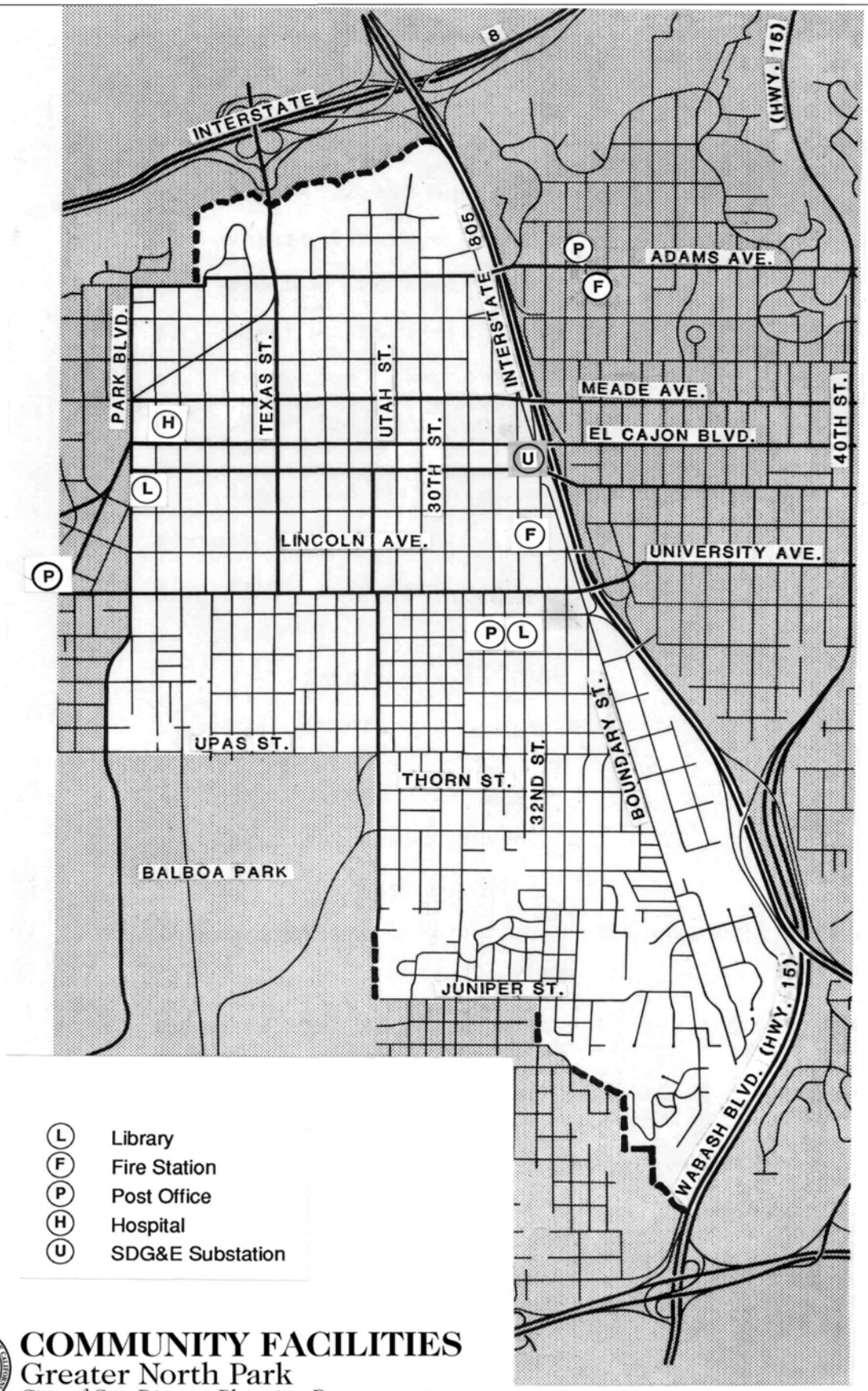
The undergrounding of overhead distribution utility wires on four major streets is scheduled in the City's Capital Improvements Program. These include all of Adams Avenue and University Avenue, and both Park Boulevard and 30th Street north of University Avenue. Phased construction is scheduled for 1983 through 1988, and is funded by San Diego Gas & Electric Company.

Child Care Center

A community child care center should be provided within the community. Such a facility could be publicly owned, but operated by a private operator. The Garfield School site, if it becomes available, would be an appropriate location.

IMPLEMENTATION PROGRAM

1. Provide ongoing community input to the San Diego Unified School District regarding any necessary upgrading and expansion of existing educational facilities.
2. Upgrade or replace obsolete or inadequate community facilities as programmed in the Capital improvement Program.



COMMUNITY FACILITIES
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Figure **18**